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# Hopes rise for Conqueror

**HOPES OF** refloating the Hull freezer trawler *Conqueror* — aground off the Cornish coast — were renewed when a new salvage team moved in last week. The trawler went ashore on the rocks near Mousehole before dawn on Boxing Day.

A Dutch salvage firm had given up hope of saving the vessel, but another salvage group arrived at Penzance on Friday. A team of eight from Eurosalv of Felixstowe brought with them a small salvage vessel.

An agreement was signed that morning between British United Trawlers and U.K. Trawlers Insurance with Eurosalv for one month. The agreement can be cancelled at any time by either party.

Local equipment was being hired by the company.

"The aim is still to refloat the vessel", said Del Johnson of J. H. Bennetts Ltd., the Penzance shipping agents.

*Conqueror* still belongs to British United Trawlers, and

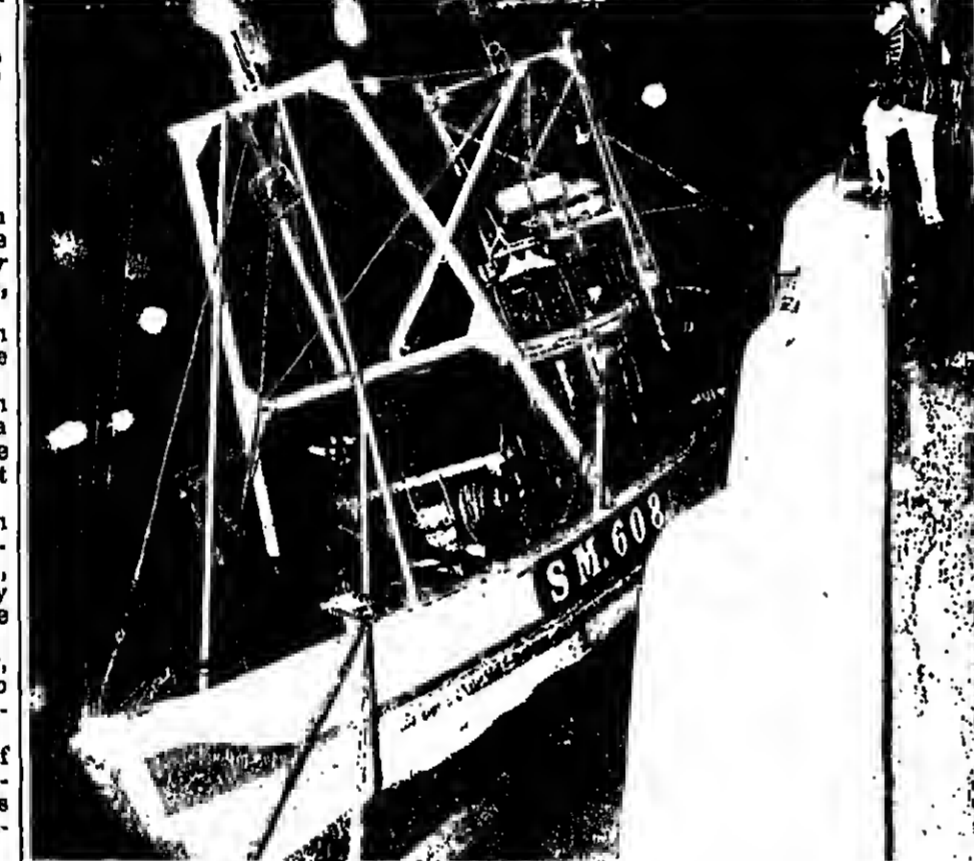
is still a stranded vessel. She had not been declared a wreck.

There was guarded optimism that the trawler could be towed to Falmouth within a week if the weather holds up.

"From our point of view she is a fine, strong vessel and we hope to refloat her provided we don't get a southerly gale, and she doesn't move too much", said Jim Rowland, managing director of Eurosalv.

The 50 ft. trawler *Whispering Hope* sank in Margate harbour last week. She was holed after colliding with the harbour wall.

A rescue operation by sailors from *HMS Pembroke*, manning a Green Goddess fire appliance, pumped out the vessel for several hours (below) and she was eventually



*Whispering Hope* was built in 1941 at Forbes yard in Sandhaven, Scotland.

## Looters aboard

**LOOTERS** have been having a hey-day on the stricken *Conqueror* aground off Mousehole, Cornwall.

A woman was among ten people arrested on board the freezer.

They were arrested on suspicion of theft following a trip to the ship by two police constables in a pilot boat from Newlyn.

Police visits have also been made to premises at Penzance and Hayle. In all, equipment and property worth some £25,000 have been recovered.

Among the items are radar, echo sounder and radio equipment, as well as ship fittings and oilskins.

Det. Sgt. Bill Roberts of Penzance said that a considerable number of items from the ship were still missing.

## COMMENT

**BELIEFING HIS** name, Charles Meek, chairman of the White Fish Authority, took the bold step this week of allowing ourselves to be seen as others see us. In the new WFA publication, *Fisheries of the European Community*, authors from partner countries were invited to present their views. This exercise underlined the isolated position of Britain and Ireland.

At a press conference to launch the publication on Tuesday, it was the threat of the aspirant countries to the EEC which captured most of the attention. Pointing to the fishing strength of these countries, particularly Spain, Mr. Meek underlined in no uncertain terms the threat that this represented.

With the advent of these countries joining the EEC still about four years away there seemed to be a feeling that Mr. Meek was, perhaps,

### MACKEREL IS KING

**KING COD** has been toppled. The lowly mackerel is now the mainstay of the British catch. Provisional WFA figures, announced this week, show that last year the mackerel catch soared to 170,000 tonnes while cod slipped down to 145,000 tonnes.

Now, perhaps, we might get down to do something about its Cinderella status on the market when it comes to paying for it.

being over-zealous in highlighting the burden that this extra fishing capacity would bring. We think not!

Trying to overturn the present fisheries policy of the EEC is proving difficult enough. We have to do it all over again to accommodate the extra fishing power would be near impossible.

The deeper point — and a timely one by Mr. Meek — is that the policy of common access to a common resource is death. And this is why the policy must be changed now if British fishermen are to have any hope in the future.

## fishing news

Editor:  
Harry Barrett

Assistant Editor:  
Ian Strutt

Scottish correspondent:  
Gloria Wilson

Advertisement Director:  
Fred Purseell

Advertisement Manager:  
Bill Barber

Managing Director:  
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The plan is to seal part of the ship and then pump out, pressed air into the fish factory decks. The vessel would be blown and pumped out, then the vessel would be sealed and the water would be pumped out. Some parts which have to be sealed are of steel 12 ft. in diameter.

The 250 tons of mackerel on board the trawler have been under 15 ft. of water since low tide and would be in danger, as would the fuel tank.

The agreement with the owners was to raise her and haul her safely afloat for 24 hours. Then the owners would accept her and probably take her to a dockyard.

# SHELLFISH FIRMS JOIN FORCES

**SHELLFISH** processors have joined forces to form a new association. Most of the leading firms in the UK are involved and they represent the bulk of buying power on the UK shellfish market. Smaller firms are also poised to join.

Chairmen of the Shellfish Processors' Association is Charles Holmes of Homac Foods Ltd.

The association has been brought about by the general circumstances in the trade and its European involve-

ment, says secretary, Mr. G. L. Heckles.

"With major legislation impending on shellfish, it is essential that processors have strong representation," he added.

This week, association representatives were giving evidence to the Parliamentary sub-committee investigating the fishing industry, led by Mr. Holmes

and Mr. C. Ekersley of Moray Fish Supply.

Members of the Shellfish Processors' Association include: Associated Fisheries (Tullis Cold Storage); Bannerman Seafoods Ltd.; Brekkes Seafoods Ltd.; John Burgen & Sons Ltd.; Direct Fish Supply Ltd.; W. Donnan & Son Ltd.; Fleming's Scottish Seafood Ltd.; Gairloch Seafoods Ltd.; Highland

Foods (Inverness); Homac Foods Ltd.; Jacco Ltd.; Macfisheries Ltd.; Moray Fish Supply; Nor-Mar Foods; Rothsay Seafoods Ltd.; Sea G.G.; Scoffisco; Whitby Shellfish Co. and Young's Seafoods Ltd.

The association is based at: 1, Quay Walls, Berwick-upon-Tweed, Northumberland. Tel: Berwick 5086.

## 'Sea Vixen' on trials

**FINAL** work to get the new 88ft. Lowestoft trawler *Sea Vixen* away on her maiden trip was underway this week following sea trials from the port on Monday.

She tested her gear some 25 miles out on the Smith's Knoll deep water end only a few minor modifications were needed.

A Boston spokesman told *Fishing News* on Tuesday that the trials went well and it is hoped she will start her maiden this week. She is being skippered by Gordon Soemish (34), who has been with Boston since he left school.

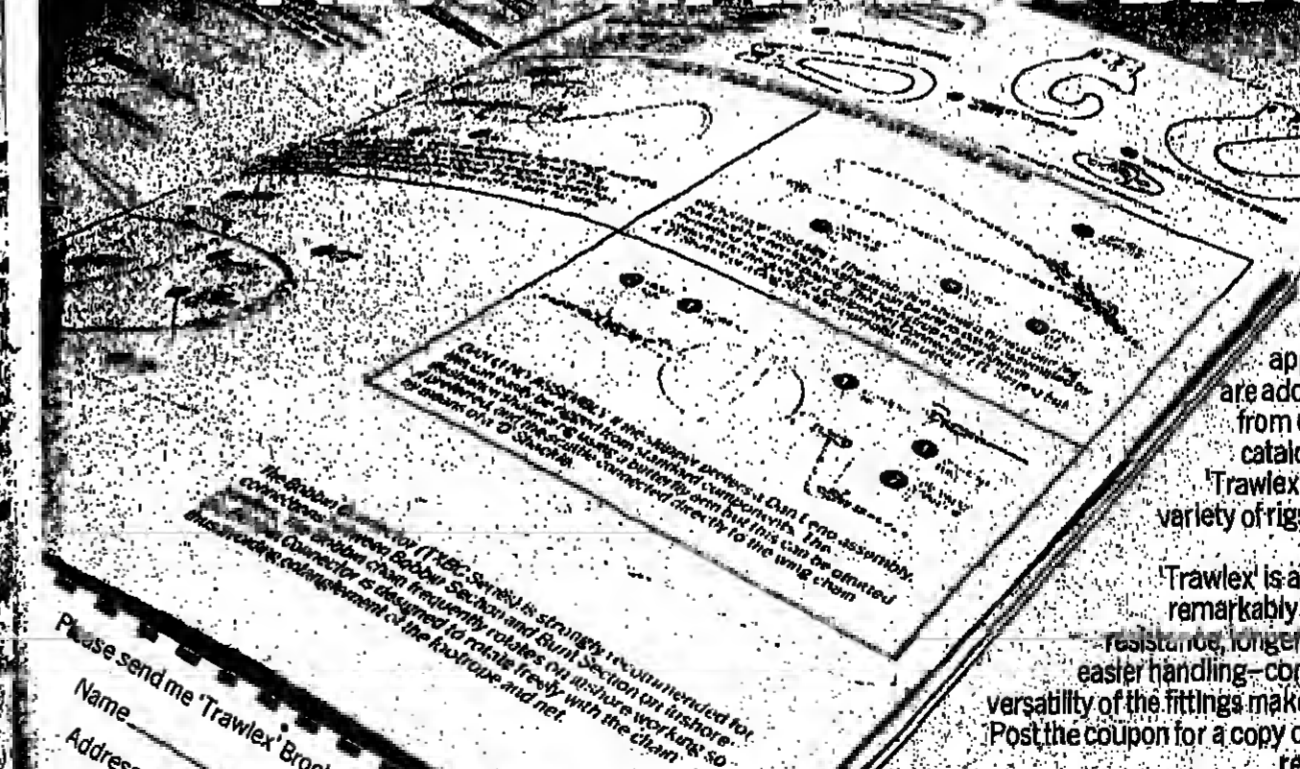


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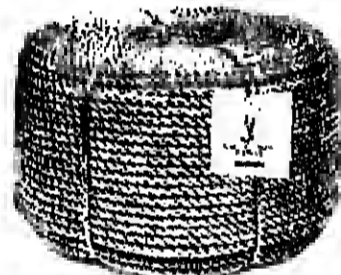
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# French say: 'We didn't blunder'

SIR, I cannot let pass without comment the article published on December 16, 1977, under the headline "French quota blunder costs us fish".

To say that a French error in the catch statistics has caused difficulties which have affected British fishermen working the Norwegian coast is complete fantasy.

Here are the facts: Norway gave quotas up to December 31, 1977, for the total member countries of the Community in that area of Norwegian territorial waters now known as Continental Norway.

EEC fishing vessels have been obliged to declare their catches and to respect quotas. The Norwegian authorities maintained their own accounting of the current state of the quotas on the basis of declarations provided directly to their coastal stations by fishing vessels.

It was on the basis of these returns that the Norwegian authorities estimated on November 10 that the quota allowed to the Community had been achieved and, in consequence, EEC vessels were obliged to stop fishing.

## Degrees: let's get it right

SIR, It was particularly interesting to read the article headed "Humber bid for top training centre" (*Fishing News*, December 16) with the welcome proposal to co-ordinate and add to fishery training education facilities at the Hull and Grimsby colleges.

In a general way I proposed the same sort of thing in May 1965 in an article I wrote "Britain must co-ordinate training and research", only to have objections raised by the then president of the BTF - it was better for each port to "do its own thing" to suit local circumstances.

Others objected in that they thought fishery biologists were going to "hog the scene", whereas most progress in fishing had been made by engineers.

Good luck to the new proposal but, surely, the title National Fishery College is more suitable than Centre of Excellence for Fishery Training and Education. You earn excellence rather than advertise it. And surely do not add to our already overcrowded ranks of marine biologists produced up and down the country by our far too many universities and polytechnics by creating yet another degree in marine biology.

If a degree is to be given in the new institution, then let it be in some such applied field as Fishing Technology rather than in academic Marine Biology.

DR. F. C. STOTT,  
Retired principal, Guildford County Technical College, and  
Advisor to British United Trawlers Ltd.  
(These are my own views, not those of B.U.T.)

## LETTERS

This decision - which came as a surprise to EEC member countries which were maintaining their own records - led the Commission in Brussels to ask these countries to inform it of the exact situation regarding their catches.

From the middle of November, the French administrative authorities informed the Norwegian authorities the exact catch figures for French vessels. From November 25, 1977, the Norwegian authorities realised that the figures supplied by France corresponded to those which they had themselves recorded and verified.

## Conservation — don't make us laugh...

SIR, "Memmoth East European fishery ships are gulping up thousands of tons of Cornish mackerel and keeping British fishermen in business", reads the main story in the December 23/30 issue of *Fishing News*.

But how long will this mackerel bonanza last for the 'get rich quick' boys?

The Scots and the northern boats fishing south-west mackerel now have the greatest catching power ever known. Huge trawlers costing over £1 million pounds each are quite common.

For the small Cornish boats this season has so far proved disastrous. Ports like Looe, Polperro and Mousegash haven't made a landing of mackerel up to the time of the story.

Therefore, no error was made by the French authorities in the statistics for French vessels catches.

On December 8, 1977, the Norwegian government admitted that the quota allocated to the EEC had not been achieved and so opened its waters to Community vessels up to December 31, 1977, with a limit of 2,850 tons of fish remaining on the allowable quota.

French vessels were not able to restart fishing because they had returned to their home ports and crews were away taking their statutory leave.

In a spirit of Community self-discipline, the French authorities abstained from claiming their proportion which would normally have been their right under the EEC quota up to the end of the year.

This has permitted the EEC fishermen to utilise to full the Community quota - the main beneficiaries being the United Kingdom and Federal German Republic fishermen.

At a time when the Community is obliged to protect itself against the threat of reductions in catch quotas to the waters of non-member countries, it is regrettable that distorted information which can cause ill-feeling is published.

Internal quarrels can only weaken the Community to the benefit of its rivals. It is to be accepted that the interests of the EEC are in the interests of all.

JEAN CHAPIN  
The Secretary-General  
of the Merchant Fish  
Part

whereas in past years they have been able to make a decent living and invest their life savings in better boats and gear.

Comwell, with its huge unemployment may soon be faced with yet another 3-4,000 people concerned directly or indirectly with the fishing industry. Who is to feel it?

Surely the blame rests on the shoulders of the present fisheries minister and his associates. Years ago they were warned of the situation, but back would come the old tale: "Quite aware of the situation, but there is not much we can do".

But they did do something! They provided these trawler owners with huge sums of taxpayers' money to buy trawlers, nets and the most sophisticated gear in the world.

The quota system recently introduced is incapable of being enforced, however desirable it might be. A complete ban on all mid-winter trawling and purse sailing would be the 12-mile limit is the only answer to conserve the fish but there is no left.

Given reasonable weather conditions the next few months will provide profit fishing for these trawler owners, but to the fishermen Comwell it will spell disaster. The Minister of Agriculture and Fisheries John Silkin, in his greetings for Christmas 1977, wrote: "We have met some headwinds especially a conservation, where our best headed common sense is at the beginning to gain recognition". It makes us all scream with laughter!

DES MATTHEW  
Harbour Road, Par, Cornwall

## PAY EACH DAY OFF CANADA

CANADA will collect some £5 million in fishing fees from foreign vessels allowed to fish in the country's 200-mile zone in 1978.

Under the new fee system, fishing vessels or ships supporting the foreign fishing fleets will pay \$1 per gross vessel ton for access to the zone.

In addition, fishing vessels will pay a fishing fee based on the size of the vessel for each day spent fishing.

Canada will be putting observers on foreign fishing vessels from time to time - and foreign operators will have to cover the salaries and other expenses of these observers.

The number of foreign fishing vessels expected to be licensed for the zone in 1978 will be about 500, a ten per cent cut from 1977.

Before the 200-mile zone came into effect about 1,500

agreements with major fishing nations oblige Canada to share unfished stocks, as done by other nations with 200-mile zones.

The Canadian system of fishing fees is based on time spent fishing rather than value of catch. Experienced elsewhere has shown that the system of charging for catch is difficult to administer and causes fish to be dumped to avoid payment for unwanted species.

## Turbot hits £238

THE FIRST trawler landing of 1978 at Lowestoft was made on Friday last week by the port's top ship Suffolk Chieftain. Skipper Richard Fluke brought in just 74 kils to gross £4,322.

Prices per kil were: soles £240; silps £150; turbot £238; small £134 to £124; brill £40; lemon soles £100; large plaice £42.50 to £40; medium plaice £46 to £44; small plaice £36.50 to £32.50; cod £50; small haddock £43; roker £42 and monkfish £65.

January 13, 1978

## JOB CASH 'NOT ON'

A SUGGESTION that an employment premium should be paid to help stop fish factory workers from leaving Shetland processing firms for higher paid oil-related jobs has been turned down by Shetland Islands Council.

The community council for the island of Yell had suggested that each fish worker should be paid £1,000 a year out of the council's oil revenue - at a total cost of about £500,000 annually.

The council agreed last week that the scheme was impracticable.

# ABERDEEN SHOW DOUBLES IN SIZE

RECORD STAND bookings have been taken for Catch '78 - the Aberdeen International Fisheries and Marine Equipment Exhibition - to be held on the Queen's Links at the port from June 14-18.

Two large pavilions and outside exhibits will cover 97,000 sq. ft., making the exhibition twice the size of the previous Aberdeen event in the series.

Participants include many of the leading UK suppliers to the industry, also exhibitors from nine countries including Canada and the United States. National multi-company stands are being taken by Denmark and Norway as joint ventures sponsored by the government export bodies of these two countries in addition to individual stands for Danish and Norwegian firms.

Marine engines and auxiliary equipment from 26

manufacturers will be displayed - the largest selection of engines ever contained in a fisheries exhibition, according to the organisers, Eagle Exhibition Consultants of Fleet Street, London.

Hauling equipment will be shown by 24 companies; propellers and steering gear by 20 companies; and over 20 shipyards will be represented. And electronic fish-finding and navigational aids will be displayed by 21 companies.

Some 28 companies will be contributing to the wide-ranging displays of processing, packaging and refrigeration machinery.

Among professional services available at the exhibition will be those of naval architects and designers, plus banking and insurance.

Admission will be by ticket. 100,000 tickets are being distributed, mainly to companies and organisations, including the oil industry.

## Giant steel cat

A 65 FT. x 20 FT. steel-bulld catamaran has been built by a boatyard at Sittingbourne, Kent, by Conyer Marine Ltd. The £50,000 prototype is a passenger boat for ferries, but the firm could build this size of cat for fishing.

## Ferro firm moves

FERRO-CEMENT boat-builders MacAllister Carvall have moved from New Milton, Hampshire, to Maldon, Essex.

The firm will now operate from Dixon Kerly Ltd.'s riverlands yard at Down Road, Maldon.

At present the firm is building a lobster boat for Jersey and a hull for a Welsh customer.

The partnership of Gowan MacAllister and Les Cervall split last year. Now, Les Cervall will manage both companies, with David Dean acting as designer and construction manager for MacAllister Carvall.

Hulls built by MacAllister Carvall will be fitted out by Dixon Kerly. The first boat in this tie-up was shown at the Humbermouth '77 fishing exhibition last June.



Limanda - fishing on from Grimsby.

## LIMANDA IS SNAPPED UP

THE FUTURE of Limonda, one of Grimsby's most successful anchor-rollers, was settled last week when she was bought by the Consolidated Fisheries' associate firm, J. Cleyburn & Co. Ltd.

This means the vessel will go on operating from Grimsby and continue the programme of expansion, announced last autumn, by Consolidated Fisheries (Solent) Ltd. This firm will manage the 47-tonner.

Limonda, which was put up for sale late last year, is probably the most important vessel added to Conso's now 12-strong fleet of North Sea anchor-rollers and gill-nets following the recent acquisitions of Godus and Whitea Bank.

Previously she worked through A. E. Richardson & Co.

## Careless talk costs lives...

THE Department of Trade is pointing out to fishermen that misusing VHF marine radio channels can reduce ship and navigation efficiency and hinder safety and rescue at sea.

It has been reported to the DoT that these channels, which are allotted for distress calls and essential communications, are being used incorrectly for personal conversations particularly by fishing vessels.

The department is, therefore, drawing the attention of owners, operators and crews to the misuse of these radio channels.

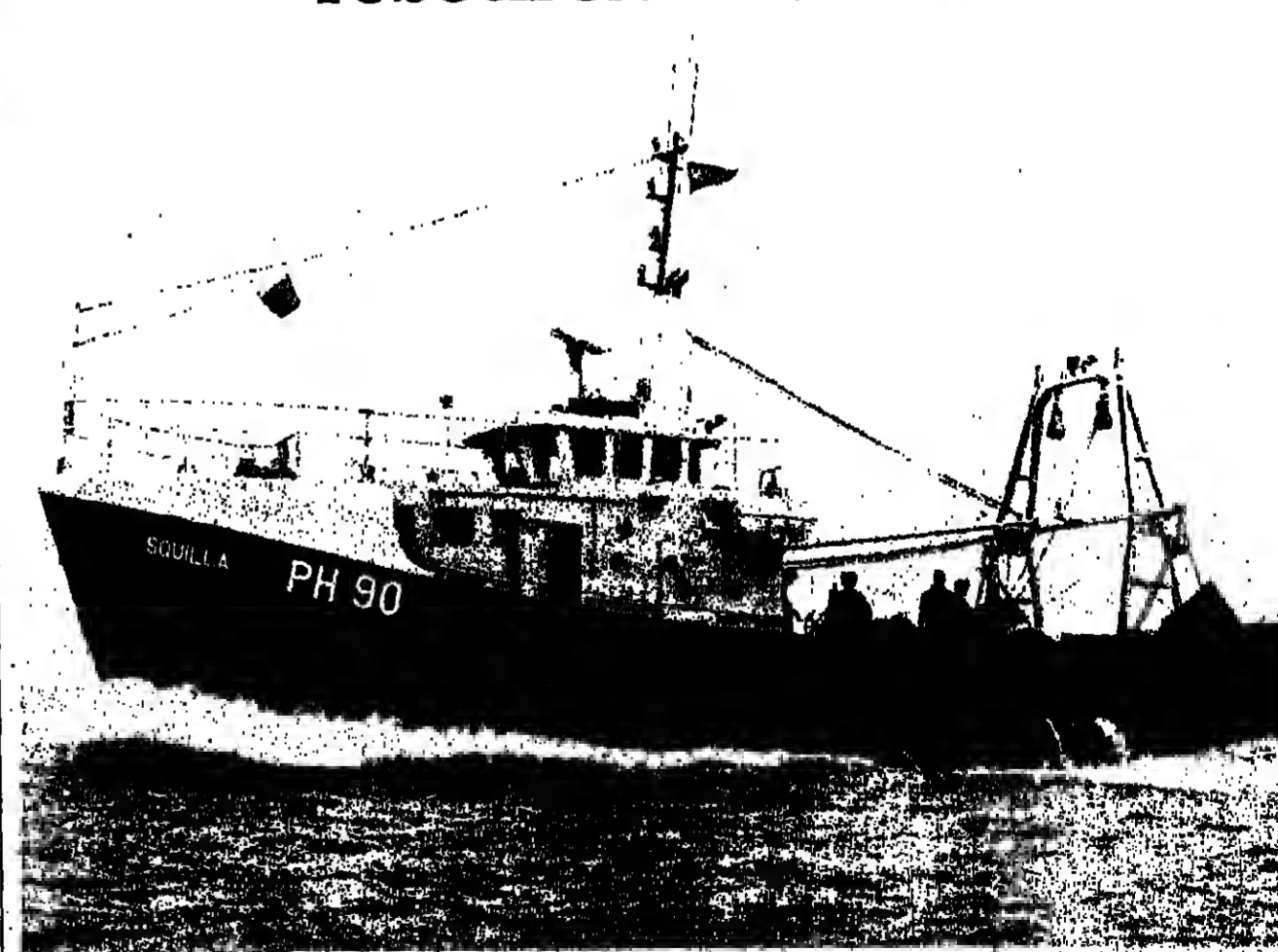
Merchant Shipping Notice (M.814) - issued last week - points out the dangers and reminds mariners that VHF radio channel 16 is internationally designated for distress and safety and, therefore, should be used with discretion.

It emphasises that there are other working channels which fishermen can use for such important functions as ship operations and ship-to-ship communications in congested port approaches.

The Merchant Shipping Notice also points out that, apart from the operational dangers, abuse of marine radio channels, contravenes the terms of the licence issued by the Home Office under the Wireless Telegraphy Acts and could lead to the revocation of the licence and prosecution of the offender.

An article in *Fishing News* two years ago pointed out the dangers of misuse. Some operators do not observe the two silence periods each hour - 15-17 and 45-47 minutes past the hour.

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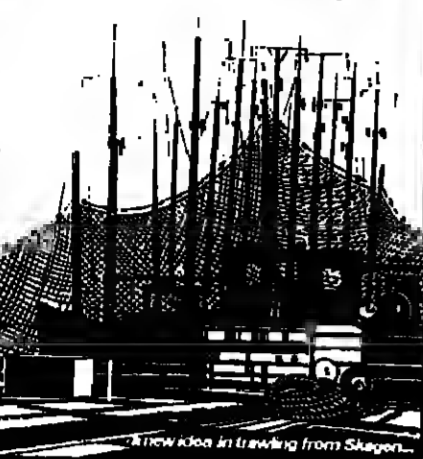
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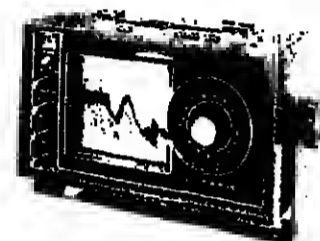
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# POs under attack

FISHING must be run  
by professional ad-  
ministrators and not by  
organisations within  
the industry. This is the  
message sent to the  
Minister of State for  
Scotland, Bruce Millan,  
by the Edinburgh firm  
of John Kelly  
(Fishcurers) Ltd.

The Minister was told  
that a recent statement  
by HIB chairman, Dr.  
Lyon Dean, has helped to  
highlight the problems of  
the herring industry  
which, because of EEC  
regulations, is now ad-  
ministered by producer  
organisations instead of  
the Herring Industry  
Board.

"The Minch quota,  
which was set with the  
advice of fishery scien-  
tists, was only fished by  
about half of its amount.

"It would appear that  
the producer  
organisations did not  
want to allow all-out  
fishing in the autumn or  
summer as this would  
have reduced the price of  
herring.

"Boats costing about  
£1m. were kept in har-  
bour and on many oc-  
casions fished only a two-  
day week.

"Factories were starv-  
ed of herring and could  
not compete in world  
markets with the realistic  
prices set by other  
nations such as Canada,  
Norway and Ireland.

"A major industry can-  
not be administered by  
one or other of the in-  
terested parties. This  
must only be done by  
professional ad-  
ministrators who work  
bearing what are the  
national interests with  
regard to the industry's  
jobs and exports."



Goth — first trip of the year to fish Scottish west coast blue whiting.

## Blue whiting trip for freezer

BRITISH United  
Trawlers at Grimsby is  
sending the 1,448-ton  
freezer trawler Goth on to  
the blue whiting grounds  
off the west coast of  
Scotland for her first trip  
this year.

The vessel was expected  
last weekend to leave the  
Humber port "shortly" and  
will block-freeze whole fish  
for processing ashore.

For many inside the fishing  
industry blue whiting shoals  
off Scotland represent a very  
acceptable alternative to  
traditional white fish such as  
cod and haddock which are  
now on quota.

Now that the filleting  
problems seem to have been  
solved, notably by Areuco  
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It was also announced last  
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have developed a fillet  
machine of their own for  
whiting, which the company  
believes is for superior  
mythology on the market. A  
prototype has been built  
at Hull.

United Trawlers at Grimsby is  
sending the 1,448-ton  
freezer trawler Goth on to  
the blue whiting grounds  
off the west coast of  
Scotland for her first trip  
this year.

The vessel was expected  
last weekend to leave the  
Humber port "shortly" and  
will block-freeze whole fish  
for processing ashore.

For many inside the fishing  
industry blue whiting shoals  
off Scotland represent a very  
acceptable alternative to  
traditional white fish such as  
cod and haddock which are  
now on quota.

Now that the filleting  
problems seem to have been  
solved, notably by Areuco  
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prototype has been built  
at Hull.

## Branch for gear firm

THE GEAR firm Coast  
opening a new branch  
46 Cross Street, Su-  
derbury, on Monday  
serve Yorkshire fish-  
ermen.

The branch will be man-  
aged by Jim Shender and  
offer a full range of fish-  
ing products manufactured  
and distributed by Coast.

Also available from the  
Scarborough branch will  
be a full range of fishing  
clothing and safety ap-  
paratus for the manufac-  
ture and construction indus-  
try. The Scarborough branch  
is situated in the 15th ware-  
house around Great Britain  
Ireland.

## Catching brown shrimps

"PLEASE send information  
about how to catch  
brown shrimps in a 28ft.  
boat and how to boil them  
on board."

Brown shrimps (*crangon  
crangon* or *crangon vulgaris*)  
are found on sand or mud  
bottoms, and often along edges  
(boundaries between hard  
and mud bottom) from April  
to November in the Thames  
Estuary, Liverpool Bay, the  
Ribble Estuary, Morecambe  
Bay, the Solway Firth, The  
Wash and other areas of shoal  
water around the coast.

They can be taken in  
trawls in depths to 30  
fathoms but are usually  
caught in much shallower  
water.

If you have a capstan or a  
power hauler in your boat,  
you could work a trawl with a  
beam of up to 20ft. long.

If not, the largest size you  
can probably manage with a  
snatch block forward is one  
with a beam about 14ft. long.

In addition to a trawl made  
of nylon or polythene shrimp  
netting, gear includes a beam  
made of wood or iron piping,  
a pair of iron heads or  
shoes, groundrope fitted with  
wooden bobbins or weighted  
with leads and tickler chain,  
and rope for making bridle,  
towing warp and cod-end  
buoy line. You will also need  
riddles for sorting catches  
and a boiler.

Shrimps can be cooked over  
the side, on canvas or trays  
but preferably in polythene  
bags surrounded by ice.

You can get shrimp trawls  
and all gear necessary to work  
them from Bridport-Gundry  
Ltd., Bridport, Dorset, or  
from Ian Nicholson, 164 Lan-  
caster Road, Morecambe,  
Lancashire, who also supplies  
riddles.

Boilers, powered by either  
gas or electricity, are ob-  
tainable from W. J. Fervis &  
Sons Ltd., Temple Works,  
Morley Road, Southville,  
Bristol.

Shall I tell you how I am  
able to answer your question  
so promptly? — because I  
happen to have a copy of the  
Herring Industry Board and  
White Fish Authority Directory  
and Diary for 1978, a  
pocket size publication which  
I think you or anyone in a  
similar situation would  
benefit from.

You could, for instance,  
learn from it that the WFA's  
telephone number is 031-225  
2515; that the area officer  
for the Southern Region is  
M.J.C. Graham; and that his  
phone number is 0502 4283.  
The diary is full of useful  
telephone numbers and ad-  
dresses.

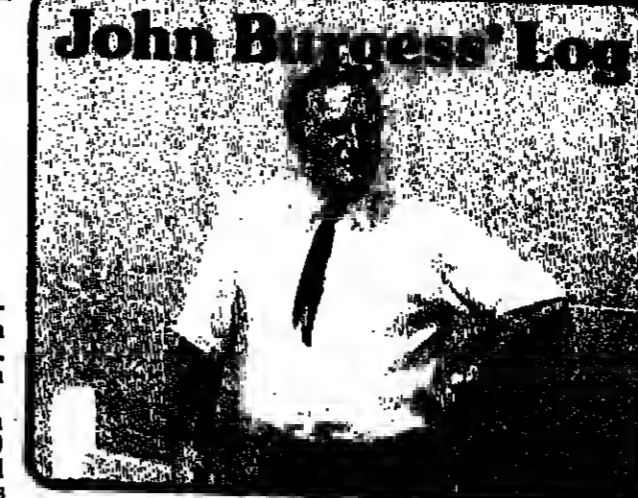
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schemes.

The diary also contains  
those of UK fishermen's  
associations and co-operative  
organisations, UK fishery  
producer organisations, herring  
and white fish merchants  
and processors, Ministry of  
Agriculture, Fisheries and  
Food departments and  
research laboratories and  
inter-governmental organisa-  
tions.

Inland and port wholesale  
fish merchants' organisa-  
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port associations, and  
government departments are  
mentioned along with no less  
than 21 establishments in  
Scotland, like the Highlands  
and Islands Development  
Board.

Although the diary lacks a  
list of contents and the ad-  
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advertisements, you will  
probably be referring to it  
constantly throughout the  
year.

It is obtainable from HIB  
or WFA Information Officers  
at Sea Fisheries House and  
costs only 80p including post-  
age.



than that of a riddle known  
locally as a twopence help-  
penny riddle...

"Shrimps that pass through  
such riddles must be returned  
directly to the sea where it is  
at least one foot deep with the  
least possible injury."

It is best to cook shrimps as  
soon as possible after they  
have been brought inboard,  
riddled and washed.

You use sea water in the  
boiler and it must be boiling  
before you start tipping  
batches of shrimps into it.

If the water is kept on the  
boil and a ratio of about one  
kilogram of shrimps to five  
litres of water is maintained,  
six or seven minutes is suf-  
ficient to cook each batch.

Water should be changed  
occasionally as dirty water  
adversely affects flavour of  
cooked shrimps.

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costs only 80p including post-  
age.

## Reference diary '78

"I WANT to know if I am  
eligible for a grant or loan  
towards the cost of  
building and equipping a  
boat a little larger and  
more powerful than my  
present one.

"What is the White Fish  
Authority's address or that of  
its East Anglian repre-  
sentative?"

The White Fish  
Authority's address is Sea  
Fisheries House, 10 Young  
St., Edinburgh, and its area  
officer for the Southern  
Region (which includes East  
Anglia) has an office at 2  
Battery Green Road,  
Lowestoft.

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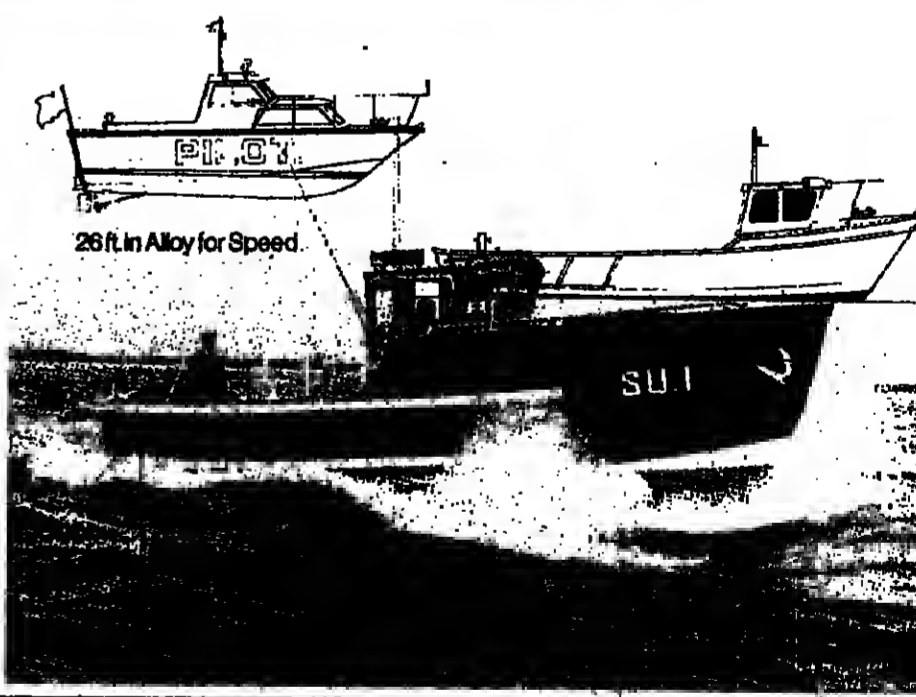
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## PLANS FOR BRID

IMPROVED ice and fuel bunkering facilities for  
Bridlington's fishlog fleet are among long-term har-  
bour development plans now being considered.

Berry Gray, chairman of  
the Harbour Committee of  
Bridlington Harbour Com-  
missioners, has said that a  
scheme is being considered to  
strengthen the structure of  
the Chicken Run jetty to  
provide these facilities at its  
eastern end.

"This would ease the con-  
gestion problem on the fish  
quay during landings and  
could insure the local fishing  
fleet against the possible loss  
of ice-making facilities at  
Hull," he explained.

Mr. Gray also announced  
that future plans may include  
additional space in the  
Clough Hall area of the har-  
bour motor craft.

The commissioners are also  
considering re-development  
of a safe site at the western  
end of the harbour. It is  
hoped that any future  
development will provide  
better access to the south pier.

Mr. Gray told members  
that a 95ft. dredger had been  
bought for the harbour and  
the vessel is being refurbished  
in dry-dock at Hull.

Three other trawlers had  
gone to Nicholson's aid —  
Vigilance, Marine and Angel-  
Emiel.

Shortly after the escort  
began, Nicholson's electrical  
power failed — just inside the  
harbour: her steering went  
180°, so a line had to be put  
aboard to keep her away from  
the rocks.

Rame Head coastguard  
picked up distress signals  
while Plymouth and Fowey  
lifeboats were launched.

The Plymouth boat was  
withdrawn four miles west of  
Rama Head when it was  
learned that the Fowey boat  
had begun to escort Nicholson  
into Fowey harbour.

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# Small boats at London show

THE LONDON Boat Show at Earls Court opened on Thursday last week to reveal new versions of three well-established GRP-hulled fishing boats, Lister's most powerful engine to date and a host of other equipment from a net hauler to small echo sounders.

With the show centre-piece being a Scottish fishing village, Halmatic (Scotland) felt at home launching its new Skerries 29 series craft. The Orkney-built prototype is named *Ardmore Rose* and has been built for ocean racing yachtsmen John Ridgway who will base the craft at Rhiconnick, way up in the wilds of north-west Sutherland.

She will be used for winter potting and is built to a new standard specification designed to keep down prices.

*Ardmore Rose* is the first complete fishing boat Halmatic (Scotland) has built at Orkney and she cost £22,000 complete with Spencer-Carter hauler.

Costs have been cut by moulding the wheelhouse, its interior lining and control console in GRP, instead of building in wood, and construction in future will be on a production line basis.

The prototype differs from standard in having a Lister HRW4MGR3 diesel of 59 bhp at 2,200 rpm, instead of a 54 bhp at 1,800 rpm Perkins.

She was completed in under three months to a high standard, with hunks and toilet forward, a spacious GRP wheelhouse complete with sink and cooker, and propeller inspection tunnel.

Length overall is 28ft. 9in., beam 12ft., and draft 4ft. A basic version is available at £19,000.

Going up the size and price scales, the Skerries 36 is now available at £32,000 complete with hauler and six-cylinder Perkins, with a basic model at £29,500.

Cygnus Marine built a GM32 specially for sale at the show. The boat was in being snapped up and so the firm may soon be offering standard boats "off the shelf".

With a price tag of £21,000 she is the first of a new series specially aimed at skippers hit by the continuing slump on White Fish Authority grants.

By simplifying construction with a GRP wheelhouse, single-station pumps, ed hatch (they are lighter and cleaner than in wood), generally speeding production — a buyer has to find roughly the amount of money when going private.

The show boat is basic, but strength of construction has been maintained. Hydraulics and electronics are the extras to turn her into a work fishing craft.

Around 70 of the models have now been built and the GM26 is fast catching up. Cygnus director, Paul Bray, told *Fishing News* that now the firm is in a larger scale work is going full ahead with the new GM43.

"There's been a lot of interest from skippers coming down inside the DoT 12 limit — and others going in size", he said.

The semi-foot Free Marine 36 is another hull used by fishermen, the superstructure on the Volvo Pentas.

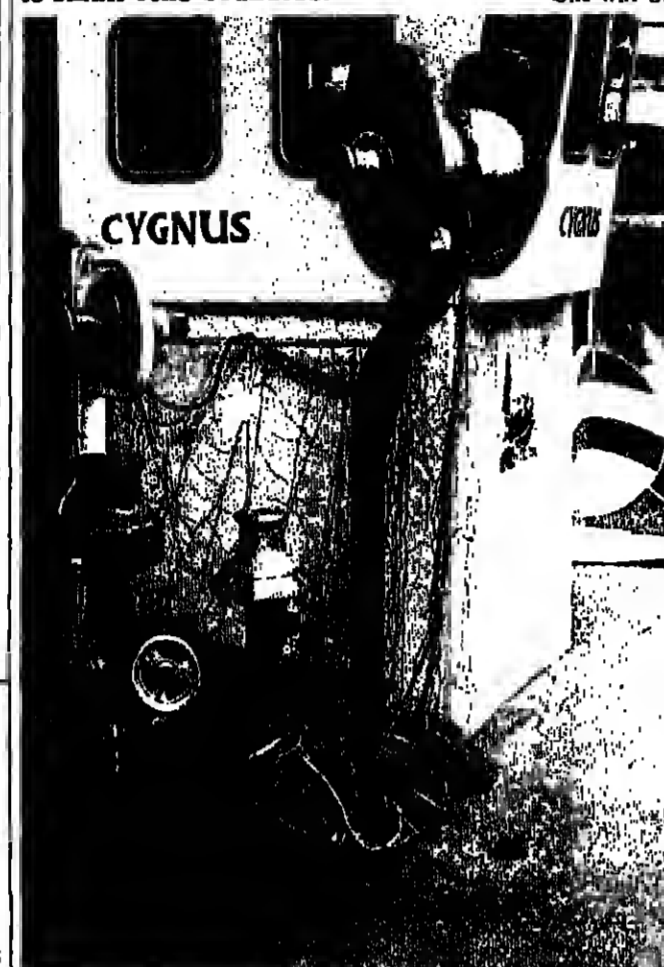
Swedish firm has the prices of all but the cylinder range due to at Cullinam Pier for the and bobbing up.

Mixed along the Thames, the new diesel is the version of Lochin Marine's new diesel is the 33-hpater. She is cheap at £11,000. The water cooled and model and is shown complete with 250 with GRP protection and PNP Duorr hauler.



Below: Chris 'Hande' Jervis, one of *Fishing News's* editorial team, gets a lift from the Royal Navy. At the show to tell sailors about their fast search and rescue operations, the Navy brought one of their 66 ft. long Wessex 1 helicopters manned by a pilot, aircrewman and diver. There was no problem holding the chopper steady for this "raucous", the 115 knot craft was firmly anchored on to a steel framework.

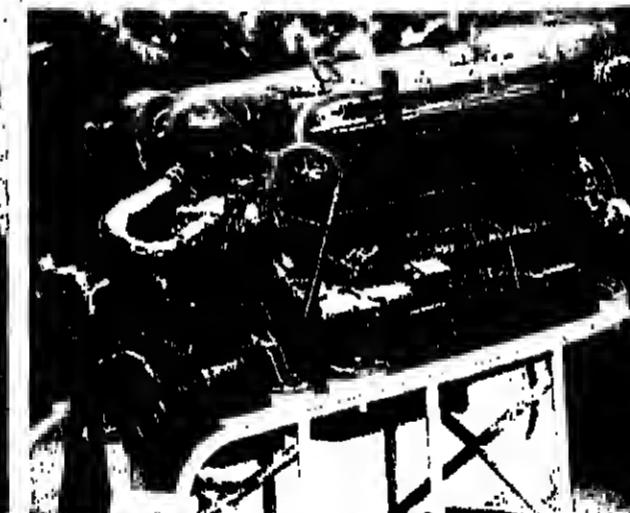
Below: George Drever, Halmatic's design/production controller (left), with the firm's managing director, Pierce Webb. Bottom: the GRP wheelhouse of *Ardmore Rose* is made in two parts — and the control console is moulded too.



Above: Spencer-Carter's net hauler (right) makes its debut at the show. In the background is Cygnus Marine's £500 GRP wheelhouse.



Above: Cygnus directors Chris "Fub" Brook (left) and Patrick Bray. Their latest GM32 boat (below), built specially for the London show, was sold for £18,500.



Above: Lister's biggest engine to date, the 280 bhp JW80M is a development of the well proven JW6M model and has turbocharged.

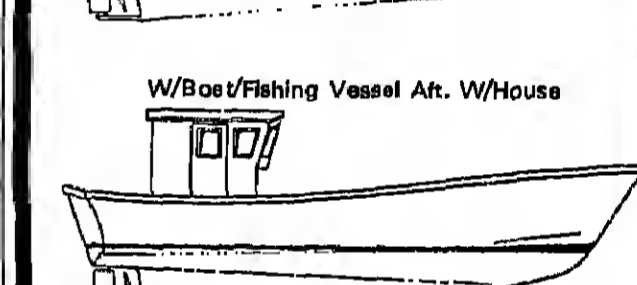
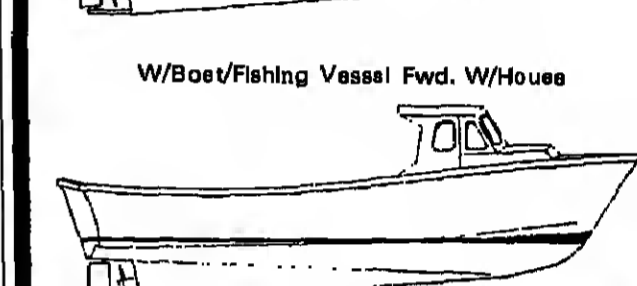
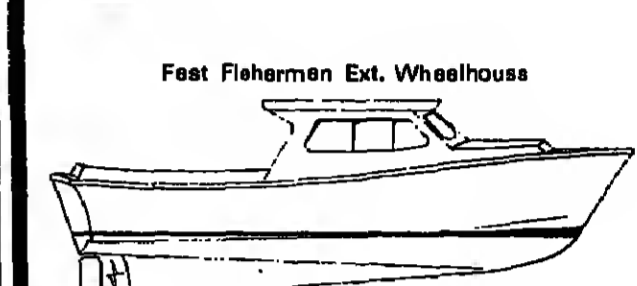
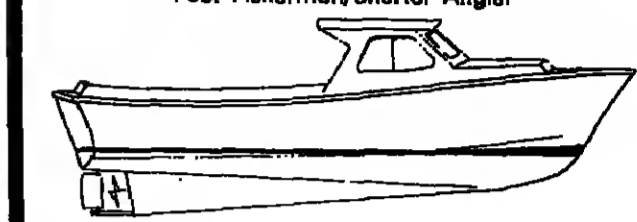


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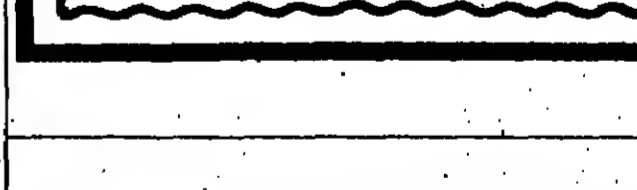
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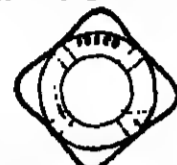
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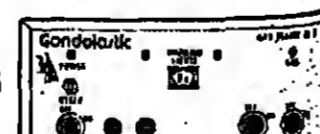
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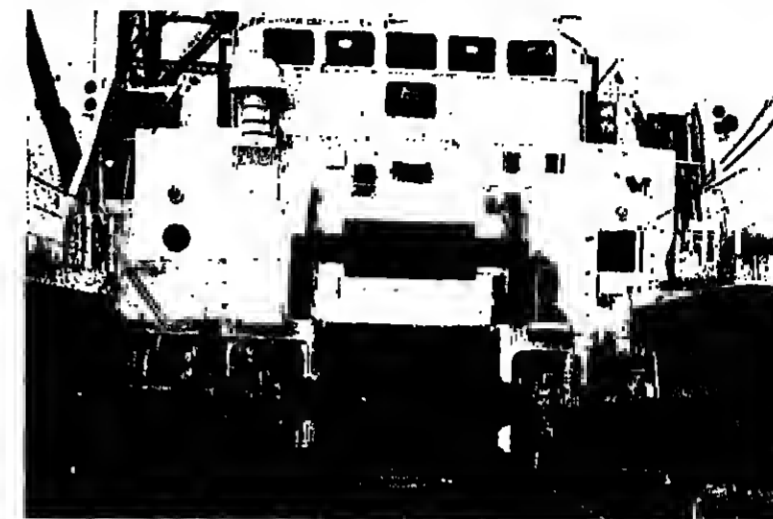
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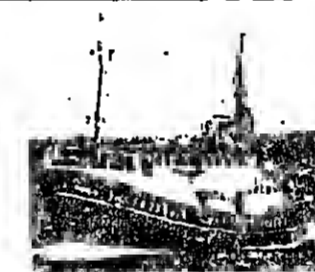
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